

LP  
-5012  
1850  
M5



3 9004 01384662 8

Queen's University  
Library

KINGSTON, ONTARIO

( 1. )

THE HON. M<sup>R</sup>. MERRITT

AND THE

**QUEBEC BOARD OF TRADE;**

OR THE

**ST. LAWRENCE.**



Printed by AUG. COTÉ & Co.,  
QUEBEC.



THE HON. M<sup>R</sup>. MERRITT

AND THE

**QUEBEC BOARD OF TRADE;**

OR THE

**ST. LAWRENCE.**



Printed by **AUG. COTÉ & Co.,**  
QUEBEC.

L  
F1023  
1850 M5



## ADVERTISEMENT.

---

As the few merchants who sit in the Council of the Quebec Board of Trade seem desirous of sweeping away by one and the same blow both the pilots as a body, and the Trinity House of Quebec, and this solely with the view of increasing their own share of the spoils, and because their recent Correspondence with the Honble. Mr. Merritt has been solely dictated by the individual interest of each of them, it is but justice to those whose interests run counter to the interests of the Board of Trade, to lay before the public the motives of those who seek advantage in the destruction of our body. It is therefore in self defence that I have caused to be translated the following articles recently published in the *Journal de Québec*; they are as ample a refutation as could possibly be desired of the egotistical pretensions of the Quebec Board of Trade and of its Champions.

A. MARMEN,

*Pilot.*

Digitized by the Internet Archive  
in 2012 with funding from  
Queen's University - University of Toronto Libraries



# MR. MERRITT

AND THE

## BOARD OF TRADE.

---

(From the *Journal de Québec* of the 31st. Dec. 1850.)

In our last number, we promised to notice two documents bearing date, respectively, the 4th Oct. and the 18th Nov. last, and addressed by the Quebec Board of Trade to the Honble. Mr. Merritt; and whilst in such our notice of these documents we shall be as brief as possible, we may, notwithstanding, dwell more at length thereon than we should otherwise desire, owing to the necessity we shall be under of entering into certain details, which are essential to a thorough investigation of the subject.

When Mr. Merritt communicated with the Quebec Board of Trade, he no doubt expected that he was addressing a highly respectable body, such a one for instance as the London Board of Trade, a body incapable of any dishonorable or unworthy act or be biased in its turn by low intrigue, private interest, or personal animosity—the offspring of deceit and distrust.

From the Board of Trade, the reputed organ of commercial interests in this district, one might naturally enough expect calm and deliberate reflexion, information of a nature at once substantial and useful in its tendency—views in fine which, if they were not profound, would at least possess a certain consistency. But in place of this what has he received? Two cumbrous epistles, where all the varied productions of ambitious hopes deferred and disappointed interests, and of the ill disguised

hatred which they invariably engender with each other in admirable confusion. An analysis of these remarkable documents will suffice to convince the public, as it has done us, that the great interest of Trade and the love of public zeal are not among the prevailing virtues of the clique in question.

We quote from the official letter of Mr. A. Gillespie, by him written, as Secretary of the Quebec Board of Trade :—

“ To illustrate this forcibly the Council hand herewith a statement shewing the comparative charges on a vessel of 700 tons here and in New-York, which exhibits a difference in favour of the latter city, amounting in public charges, such as pilotage, lights, hospital and police dues

to,.....	£22	2	3
----------	-----	---	---

In private charges, such as wharfage, loading, &c., to.....	27	10	0
--	----	----	---

---

In all to £49 12 3

against the St. Lawrence ; a difference which the Council conceive ought not to exist, and the causes of which it is their duty to ascertain and point out with a view to equalization. With private charges the Council would avoid interference, believing that open competition must ever regulate these, and that every man has a perfect right to make the most profitable use of his own property, and of his personal labour, but they unhesitatingly state that they think the public charges susceptible of great reduction. They consider the rates of pilotage inward and outward, above and below Quebec, as too high, whether the exigencies of the trade are looked at, or the capacity, social position or education of the recipient pilots. These men, it is conceived, would not be underpaid, were a reduction established of one third on the existing rates.”

In order the better to understand the foregoing quotation, and more clearly to render the thought of the Quebec Board of Trade, it is necessary that

we should further cite the following table, to be found at the conclusion of Mr. Gillespies' letter :—

“Comparative charges in Quebec and New-York on a vessel of 700 tons register, drawing 15 feet inward and 18 feet outward :

PUBLIC CHARGES.

Quebec.	New-York.
Pilotage in £13 10 0	Pilotage in \$37 50
Do. out 14 3 6	Do. out 40 50
Light dues 14 11 8	Harbour dues 10 50
Marine Hospt. 2 18 4	Seamen's fund
Police 2 3 9	Hospital and money 12 50
Public charges in Quebec £47 7 3	\$101 00
Do. in N. Y. 25 5 0	£25 50
Balance in favour of N. Y., £22 2 3	Consul's fees, 27

PRIVATE CHARGES.

Quebec.—Wharfage, discharging, viz:—

7 days moorage, à 10s.	£3 10 0
Landing 400 tons, à 6d.	10 0 0
15 days' moorage, loading,	7 10 0
Loading 700 tons, à 6d.	17 10 0
	£38 10 0

New-York—22 days' Wharfage, discharging and loading

\$44 0 0
£11 0 0

Warfage in Quebec,	£38 10 0
Do. in New-York,	11 0 0

Difference in favour of New-York, £27 10 0”

This, as may be seen by the above quotations, the Board of Trade divides into two classes, the expenses attendant on vessels sailing to and from this Port, viz.: public charges, (such as tonnage dues, pilotage dues, &c.,) and private charges, (such as commission, wharfage, moorage, tonnage, &c.)

The supposed exorbitancy of the public charges weighs as a night mare on the Board of Trade, whilst the Board coolly and distinctly states that the private charges must not by any means be touched, and that from competition alone are we to expect any reduction therein. But whence this predilection of the Board for the private charges? Why, on the one hand, advise a reduction in the public charges, and why, on the other, confide the private charges to public competition? The secret is soon told :—The public charges are principally borne, and the private charges pocketed by the very clique that sits in the Council of the Board—and because the Board well knows that competition in the matter of private charges is an event impossible under existing circumstances.

The number of wharves is very limited indeed, and for this reason a monopoly in that line can be with difficulty prevented or controlled. The Merchant to whom a vessel may be consigned here, easily finds a means of levying from the owner the customary *Black Mail*. In the first place the Merchant charges his *Commission*, which is but fair; again, the same Merchant being the possessor of a wharf, whether with or without title, it is not for us to say, charges as high a rate of wharfage as he possibly can do, during the whole period that the vessel usually takes to discharge and receive her cargo; this may or may not be fair. Most frequently indeed, if not always, does he oblige the Master of the vessel to lay out a considerable sum for towage of timber from the Coves to his wharf in town, in order that he, the Merchant, may profit by all this in the shape of wharfage. This is certainly not fair;—but the Merchant's profits in the shape of private charges do not end here. Should his conscientious scruples not be over nice, he acts much after the fashion of that ship-master who, on *suffering* shipwreck, muttered complacently to himself, “It is a speculation just like any other”; the Merchant purchases for himself the cargo which has been consigned to him, and as he



cannot but be extremely liberal towards this purchaser the Merchant's Commission by this expert transaction receives a very fair increase. One day (and we could name the authors of the drama were we desirous so to do) a pretended purchaser enters the office of a Merchant, the Consignee of a cargo of coals, and asked their price—the price, said the Merchant, is 22s. 6d. per chaldron—"Oh, that is too dear," replied the other; "I cannot help it," answers the Merchant, "but return in the evening, we will follow the market price." In the afternoon, coals were selling at 20s. The purchaser was no other than the secret agent of the Merchant.

No! so long as the River St. Charles cannot boast of Public Docks, so long as the British owner shall not imitate the American owner, so long as he shall not make the master part owner of his vessel, and by that means oblige the master to economise and do without the services of a Consignee, so long will the British ship-owner be unable successfully to compete with the American ship-owner.

Our readers may now understand why it is that the Board of Trade is desirous of confining to competition a reduction in the *private charges*, because, says the Board, each man has a right to exact for his *services* as high a rate of remuneration as he can possibly obtain—and our readers may further understand, without a word in explanation from us, why it is that the Board is desirous to get rid of what it is pleased to call *public charges*. Amongst the public charges, the Board, unadvisedly enough, places the pilotage class, as if pilotage were not the *services* of the pilot, as much a private charge as the service of the commission merchant. As well might it denominate a public charge the fees exacted by attornies.—The only difference between pilotage dues and other salaries consists in the fact, that the first are regulated by law, as they are everywhere else, and they are so fixed by law, solely because the pilot is subjected by law to a long and severe apprenticeship. Seven years appren-

ticeship, four voyages to Europe, and a severe examination must be undergone, and a more than moderate share of education must be possessed by him, who wishes to obtain a pilot's branch.

The Board of Trade have discovered that the pilots are too well paid, taking into consideration their capacity, their social position, and their education. Nothing is more easy than to prove that they are much less remunerated than the London and New-York pilots; and the fact of two wrecks only having occurred this season in the St. Lawrence, is sufficient evidence of the capacity of our pilots. There are certainly exceptions to this rule, but these exceptional cases are disappearing each day under the effect of the recent statute and bye-laws of the Trinity House. Is it not a fact worthy of being noticed that two pilots only have been amerced, during the past season. But should the salary of the pilots be reduced, the educated and active man will no longer be found devoting himself to the arduous and responsible duties of a pilot. Scarcely ten pilots will be found who can boast of having made £175 during the seven months of the season of navigation,—and from £25 to £30 of these £175 must have been laid out by the pilot in travelling expenses. The greater number do not make £100 each season. And is this remuneration too high for one whose life is in almost constant peril? The hardships which the pilot has to undergo in the exercise of his profession, more especially during the spring and fall, would appear incredible to those who do not know them.

But let us return to the comparative statement of the Board of Trade—and expose a few of its glaring errors .....

..... And if to the charges at New-York we add the Consul's fees indicated in the table, under the number 27, this difference will be found to be much lower. What the meaning of this number 27 is we do not know.

We have gone over the data and calculations of the Board of Trade on the supposition that they, as



well as the reflections with which they are accompanied, are correct,—but we have reason to doubt their exactness, and the conclusions which the Board draws from these same data:—because the great majority of vessels frequenting this port measure 700 tons and upwards, and do not, on their arrival from sea, draw more than 12 feet water. Formerly the largest vessels frequenting this port did not measure more than 400 tons, and had a greater draft of water than the largest vessel at the present day. A vessel of 1200 tons does seldom now draw more than 12 feet of water on her arrival from sea. The position of the pilot must have therefore experienced a change decidedly for the worse, since, instead of three pilotages which he heretofore received, he now receives but one, and the burthen of trade is in consequence lightened by so much. A vessel of 700 and even of 1200 tons, drawing but 12 feet water, is only charged with £10 16s., pilotage dues at Quebec, whilst at New-York the pilotage of a vessel of 700 tons amounts to £9 7s. 6d.;—the difference is not therefore so great in favor of New-York. But one important fact the Board of Trade has, intentionally, it would seem, omitted to state, viz: that the New-York pilot has only a distance of 19 nautical miles to run, whilst the Quebec pilot has one of 150 miles; therefore is it that at New-York a pilot has been known to perform three pilotages in one day, whilst the Quebec pilot is at times detained by a contrary wind from 12 to 15 days on board the same vessel. The New-York pilot cannot possibly be detained over 24 hours on board the same ship. Considering the respective distances, is it not therefore true that the pilots of New-York are sevenfold better paid than the pilots of Quebec? To this it may be answered, “perfectly true; but if there be then a difference of but a few shillings only between the rates of pilotage at Quebec and New-York respectively, how shall you compete?” To which we answer—that if this trifle be such an obstacle as to counter-balance the superior advantages offered by

the St. Lawrence route in other respects, then let us abandon it for ever, and for ever despair of a successful competition ; for it is not the pilot's fault if the pilotage distance be 150 miles at Quebec and but 19 at New-York.

No ! the reason why trade has nothitherto taken the St. Lawrence route is, because the price of freight has hitherto been too high at Quebec and at Montreal, owing to there being no return freight by these two cities and further because the insurance premiums have been too high, and finally because the Quebec merchants have themselves represented in England the route of the St. Lawrence to be dangerous ; but it is now proved beyond a doubt that this route is the safest of any. So soon as it shall become generally known that the route of the St. Lawrence is perfectly safe, and that freight is not higher here than at New-York, the whole western trade will take this direction because the coolness of our waters preserves flour in a better condition than do the warmer waters of the Erie Canal ; and that the freight from Buffalo to Quebec is one-half less than from Buffalo to New-York

Before continuing to disclose the motives which influenced the concoction of the two letters of the Board of Trade, we shall translate the more salient passages of these letters.

After advising the Government to reduce the pilotage dues, the Council adds through Mr. Gillespie, their Secretary :—

“ The Council are not prepared to indicate any other source whence the revenue for maintenance of the lights in the St. Lawrence should be drawn ; nay, even consider that such should legitimately fall upon the shipping, enjoying the advantage of the lights ; but then, they maintain that such fund should be managed with economy, and no more be thus levied than is sufficient to support one properly constituted Trinity House regulating the maintenance of good and efficient lights, buoys, &c. The necessity of having a Trinity House in Montreal as well as Quebec is not apparent to the Council

and as regards the establishment at Quebec, they have already by petition, endeavoured to direct the attention of the Government to the inefficiency and extravagance of the Board as well as to the multiplication of offices and sinecures engendered by the system of nepotism there prevailing.

“ But while they conceive it their duty to point out abuses, they are also desirous of offering suggestions for the better regulation of the establishment.

“ They would like to see the whole of the present cumbrous system, with its inefficient unqualified and non-attendant members, its Secretary, its Treasurer, and other well salaried officers done away with, and, in their room, two Commissioners appointed, who, with the Harbour Master, should conduct the whole business. One of these Commissioners should have such compensation for his services as should induce him to devote his whole time to the business of the Trinity House, and he should not only be competent to discharge the duties of Secretary, qualified by character and responsibility to be entrusted with all the monetary affairs of the office, but acquainted with shipping, and able to adjudicate on all such matters as now come before the Board.

“ The other Commissionner should be of equal qualifications, but not being expected to devote himself exclusively to the business of the Trinity House, his office should be honorary or comparatively so. Notarial and other business should be given to whomsoever is best qualified to conduct it with efficiency and economy.

“ It has also occurred to the Council that lights, buoys, &c., in fact all the business of the Trinity House, except the regulation of pilots, might, with great saving of expenditure, be placed under the charge of the Board of Works.. ”

In order not to return twice to the same subject, we shall translate at once that part of Mr. Dean's letter, written in the name of the Board.

“ On the second subject referred to in your



letter, viz., the expediency of building steamers at the public expense, for towing vessels below Quebec, I have to repeat the opinion of the Council already communicated to you, namely, that the advantages to be derived from such a measure, are by no means so apparent as to justify them in advising its adoption, and I may add that although there are now, and have long been boats here, able and ready to perform such service, I can recollect no instance of their assistance being required below Quebec by any except wrecked or disabled vessels. I have also to renew the recommendation of the Council on this subject, that the expensive and useless boat lately imported by the Trinity Board should be sold, and replaced by a powerful steamer capable of performing the services required of her by that institution, and which need not give her more than a month's employment during the year, and being ready at all other times either to go to the aid of vessels in distress or to tow from or to sea, vessels requiring such assistance, upon such terms as might be fixed on by agreement or otherwise. The expediency of the measure in question might thus be tested without incurring any new expenditure ; indeed the enormous expenses of the Trinity Board would be thereby considerably lessened, as it is believed that such a boat would, by assisting disabled or wrecked vessels alone, earn sufficient at least to pay her own expenses."

Enough translated ; here it behoves us to unravel the odious plot concocted in their hatred, by interested, by disappointed men. We shall proceed categorically :—

Why did the Board of Trade never complain of the Trinity Board before the enactment, in 1849, of the law under which the latter Board is governed ? And yet the "*nepotism*," if any there be, of which the Board of Trade complains so bitterly, had existence then as well as now. There were not then a Clerk and a Treasurer, but the two persons who now fill the respective offices of Clerk and Treasurer were then joint Registrar and Trea-

surer, and another officer was paid for receiving the Trinity House dues collected at the Custom House. There was then as now a Harbor Master, a Master of the Trinity House, and a Superintendent of Pilots. The Salary of the Harbor Master, together with the perquisites which he levied from the Trade, then amounted to much more than the limited salaries of the present Harbor Master and Junior Superintendent of Pilots. The present Trinity House Act is so framed, that it puts an end to all future pensioning off, while it enables the Trinity Board to reduce its officers to a *minimum* figure. Did the Trade ever raise its voice against the transaction by which Mr. Lambly was struck from the Trinity Board and replaced by Captain Boxer? Will it be because Mr. W. Stevenson became, for Captain Boxer, through his influence with Lord Sydenham, the *disinterested* agent of this *economical* transaction, which levied from the Trade a salary of £795 for the acting Harbor Master, and £275 for the retired Harbor Master,—in all £1070? The office of assistant Harbor Master is a sinecure, and in fact the previous law merely obliged him to act during the absence of his principal, when for instance, the Military Government employed him to explore the Upper Lakes. The new law has not touched any acquired right, neither has it proscribed any person, but it has foreseen every thing for a future, which cannot be far distant. It enacts that, from the death of the present pensioners who annually absorb the sum of £700 from the Trinity Funds, no more pensions shall be granted. By this law the office of assistant Harbor Master is to cease at the death or resignation of the present incumbent. Now, two of the Trinity House pensioners are aged over 80 years ;—the third is 77 years of age, and the assistant Harbor Master is already advanced in years. This system of pensioning, which is *merely tolerated*, cannot therefore exist long.

We have said that the Trinity House may, by the operation of the law, and under the directions

of the Government, reduce its officers to a *minimum* figure. At present the Trinity House Master receives the very same salary which his predecessor Mr. Stewart received, and which he himself received long before the existence of the new law. But life has an end, and often our strength fails us before death has stricken us, and when the Trinity House Master shall have met with either of these two casualties, his place may be filled by another member of the Board. The Harbor Master himself, whose salary is evidently too high, considering his services and the nature of his duties, cannot live for ever, and the Trinity House may then, with an eye to economy, combine the latter office with another of nearly similar duties.

We have always been of opinion that £300 was a sufficient remuneration for the officer acting in this double capacity, inasmuch as the duties of Harbour Master amount to almost nothing, and are the least difficult to fulfil, and because the boarding of vessels arriving at Quebec, is invariably performed by a young man in the employ of the Harbour Master, but under pay from the Trinity House.

But the present Harbour Master set forth acquired rights, and to reduce his salary to £500 was a point of some importance.

When circumstances shall therefore permit it, the Trinity House will reduce its expenses by upwards of £1,400, of which one half in pensions, and the other half in salaries.

But why, we ask again, does the Board of Trade curse that law which nevertheless works so well? The reason is, that Mr. Stevenson no longer is a member of the Trinity Board; that he has been struck therefrom by a clause in the act itself, suggested by Mr. Christie, and draughted by Mr. W. H. Boulton. We may be asked, what has that to do with the Board of Trade? We answer, Mr. Stevenson is a member (and lately sat in the Council) of the Board of Trade, and Mr. Dean is President of the same Board. But what connexion



exists between the two facts of Mr. Stevenson being struck from the Trinity Board, and of Mr. Dean being President of the Board of Trade? Two words from us will explain this connexion. Messrs, Dean and Stevenson were joint proprietors of a steamer called the *St. George*, leased by the Trinity House from 1846 to 1849, inclusively! When Mr. Stevenson was a member of the Trinity Board, the Board of Trade never complained of the repeated absence of members from the sittings of the Trinity Board, and yet this absence was the cause of much delay and considerable inconvenience. But this abuse does not exist at present, because the paid members are in sufficient number to form the *quorum* required by law. The reason, we repeat it, why the Board of Trade raises this *hubbub*, is because Mr. Stevenson is no longer at the Trinity Board to *enlighten* it with the *economical* sparks issuing from the *extremely well qualified* furnaces of the *St. George*.

The Board of Trade does not things by halves. Indignant last year at the refusal of the Trinity House to employ the *St. George*, because he asked £350 for a contract which another offered to perform for £200, Mr. Stevenson wrote lengthy communications in the newspapers against the foolish expenses of this department of the Public Service, and said to a person whose name we will give on being required so to do: "*The Trinity House would not take my Steamboat, but there will be a terrible row about this.*" These words are now most significant, and Mr. Stevenson cannot boast of such talent as would enable his actions and his words to defy the danger of analysis. The "*terrible row*" is nothing more than the *hubbub* raised by the Board of Trade, or rather by Mr. Dean, one of the proprietors of the steamer *St. George*, who undertakes in the name of the Board to put in execution the threats of his co-proprietor Mr. Stevenson.

No! the Board of Trade does not things by halves, for when it affirms that the present system

is worth nothing and is too expensive by far, it is prepared at least to suggest, a more efficacious and more economical one. The language of the Board of Trade on this head may be translated thus—“ Drive away that flock of little birds which picks without scruple the smaller grains, and make way for one of those birds of prey which will empty the platter in one bill-full ! We want there a clever man to act as clerk and expertly to handle as Treasurer the Trinity House Funds ; one who is further well versed in the science of navigation.” As a matter of course this man of universal talents and acquirements can be no other than Mr. William Stevenson, and in fact he has succeeded in pressing on the minds of a few good hearted merchants that he is a man fit for any and every emergency ; and public rumor, which some times goes too fast, has already given him a salary of £700, over and above the management of the Trinity House Funds, in consideration of his entire devotedness to the business of that Institution. The second commissionership, requiring an incumbent as well qualified as the first, would naturally devolve on Mr. Dean, who might or might not be as well remunerated, comparatively speaking, because he would be obliged to attend to other business ; but in his absence the universal genius of Mr. Stevenson would grapple with everything and not a cent would be squandered (*gaspillé*). These two gentlemen, who may be denominated the Nisus and Euryalus of trade, may be seen fighting side by side, and for each other, their way to honors and emoluments.

Let us subject to analysis throughout the economical plan of the Board of Trade. By this plan the Harbor Master is to continue in receipt of his salary of £500, which, with that of the Chief Commissioner, as suggested by the Board of Trade, would place these two officers in receipt of £1200, not to speak of the Notarial deeds, &c., which would thus have to be done by Notaries without the Institution, and would then absorb their share

of the funds. Would the organisation proposed by the Board of Trade cost less than the present system, when it shall have been disincumbered of the embarrassments created by the past? One must be blind to answer in the affirmative, for those who know the business transacted by the Trinity Board, are well aware that without many assistants, the *Universal Genius* would be unable to fulfil a sixth part of the duties required of him.

Mr. Dean begins by saying that it would not be expedient to construct Tug Boats to ply below Quebec, because these boats would not be employed by the trade, except in cases of shipwreck or of vessels in distress; nevertheless he advises the Government to sell the steamer which plies regularly every summer between Quebec and Grosse Isle, and also that of the Trinity House, in order to replace them by a powerful steamboat, which being able to perform in one month all the necessary work of this department, would be of service as to shipwrecks and in succouring vessels in distress.

The present steamer of the Trinity House is an excellent vessel, perfectly adapted to the object for which it has been purchased; it being almost constantly employed in visiting the several light-houses, and in placing and removing the Buoys, which have of late been considerably increased in number, and which do now require an almost continued *surveillance*. In 1849, Messrs. Dean and Stevenson received £63 15s. from the Trinity House for going to replace a buoy which was said to be displaced, but which had never moved from its position.

During each twenty-four hours of active service the *Doris* consumes but eight chaldrons of coal, and seldom or ever attains this figure, because, to economize the coal, as great a use as possible is made of her sails. We may add, that this vessel when favored by the wind, goes at the rate of ten knots an hour, without at all using her engine. Replace her by a powerful Tug-boat, which will cost from £25,000 to £30,000 at least, should it



be anything above the common, and you will have to add to this trifling sum an annual expense of £5,000 ! And all this expense will have been incurred for the sole purpose of going to two or three wrecks, for of the two only which occurred in 1850, both vessels were sold at the place where they lay wrecked.

Such is economy, in the opinion of the Quebec Board of Trade.

But we have omitted to state that Mr. Dean undertook to render the thought of Mr. Stevenson and his own also, when he said, *in the name of the Board of Trade*, that the impotent steamer, the *Doris* must be sold. For did Mr. Stevenson not say to one of the officers of the Trinity House, that he wanted the *Doris* for his fishing trade, and that *he would have her before two years ?* In fact she cost very little, and is eminently fit for a continual service, requiring no great power.

To resume. The present steamer of the Trinity House is too expensive, because it has replaced the *St. George*, which its owners have, for this reason, been subsequently obliged to sell, owing to her being so expensive. The *Doris* must be sold, because she would to a nicety suit Messrs. Dean and Stevenson, who would then purchase her for almost nothing, as they would be the only bidders.

Before concluding, it is necessary to lay before the public a statement of what the steamer *St. George* cost the Trinity House, from 1846 to 1849 inclusively, when it will be seen that the owners of the *St. George* have reason to repine at a state of things which so suddenly cut off their brilliant hopes of gain. It may be as well to mention here that the Trinity Board, seeing the immense sums which it was obliged to lay out each year in placing and removing *thirteen* Buoys, (at present the number of Buoys is 34,) prayed the Legislature for permission to purchase a steamer. A Bill to this effect passed the Lower House without difficulty ; not a word was said against it by the Board

of Trade, until Mr. Stevenson, who had then arrived from Halifax, assembled the Council of the Board of Trade, and a petition was presented by it to the Legislative Council, whence, with the assistance of Mr. Walker, this necessary measure was thrown out.

The following is a statement of the expense incurred by the Trinity House for the hire of the *St. George*, viz :—

## 1846.

For laying down the Buoys in the Spring, and lifting them up in the Fall, and two trips to the several Lights and Provision Depôts.....	£1300	0	0
Extra trip to Anticosti.....	450	0	0
Replacing the Buoy on Barrett's Ledge.....	225	0	0
	<hr/>	<hr/>	<hr/>
	1975	0	0

## 1847.

For ordinary service.....	1300	0	0
Going to the Traverse in room of the Light Ship.....	207	0	0
Going to Red Island.....	150	0	0
	<hr/>	<hr/>	<hr/>
	1657	0	0

## 1848.

For ordinary service.....	1300	0	0
Placing extra Buoys.....	467	10	0
Lifting do .....	175	0	0
	<hr/>	<hr/>	<hr/>
	1942	10	0

## 1849.

For ordinary service.....	1500	0	0
Mooring a Buoy in the Traverse.....	63	15	0
Laying down E. E. of Hare Island....	10	0	0
	<hr/>	<hr/>	<hr/>
	1573	15	0

Total for the 4 years.....	7147	5	0
----------------------------	------	---	---

The year 1849 was less expensive in that respect than the preceding ones, because the Trinity House, with a view to economise, employed a Schooner to replace such Buoys as might be disturbed from their natural position by any causes whatsoever. It was no joke indeed to be continually paying upwards of £225 to replace a single Buoy. And now who so stupid as to call in question the justice of the ire displayed by the President of the Board of Trade?

The *Quebec Gazette* correctly states that the great object which every Canadian should have in view is the improvement of the navigation of the St. Lawrence,—and for our part we think that we have sufficiently proven that this object is as ardently desired by us as it possibly can be by any one, and our wishes in this respect, whilst they do not extend beyond the limits of possibility, are in our opinion ample enough.

The *Gazette* has candidly expressed its views on the proposed reductions in the rates of pilotage, and whilst we fully give the meed of praise which this candour unquestionably deserves, we feel that our cotemporary will rightly appreciate the motives which have led us, wholly for the sake of the question at issue, to notice some errors of fact into which he has inadvertently fallen.

It were almost needless here to repeat our former statement that the rate of pilotage, as given by the Board of Trade in its report on vessels of 700 tons, are exaggerated and false.

The expense of Light Houses, as they are now maintained, is borne by the trade. Should this mode of maintaining them be changed, the expense must exclusively be borne by the government or the different sea ports being central trading points, in proportion to the amount of benefit accruing to each. In the first case, the duty which is now payable by the owner of the vessel for this purpose, will be transferred to the consumer of the import article of trade, for the government revenue unlike the Phoenix of the Fable, does not spring up



afresh from its own ashes; it must weigh somewhere. In the second case, the different sea ports would have to pay a duty proportionate to the benefit derived from the use of lights and other beacons; but this latter plan could not, in our opinion, be easily carried out in practice, and the present system is about that that could be devised, unless that the Government, applying the excess of revenue, if it had any, to relieve the Trade from all taxation for this object, should undertake to make of the St. Lawrence a great-highway of trade and sustain alone the expense of Lights and Buoys of the Trinity House department.

When Mr. Stevenson sat at the Trinity Board, there were but nine buoys in the St. Lawrence, and the Trade indirectly paid him £2000 each year to put down and take up these buoys; and now that there are thirty four Buoys to be put down and taken up each year, this same gentleman may be hourly heard unfolding to our Merchants his marvellous plan, by which the putting down and taking up of those Buoys, together with the superintendence of the Light Houses may be effected for the sum of £1500.

The *Gazette* admits that the present rates of pilotage cannot in equity be reduced; but it states that many experienced ship masters may be found possessing as thorough a knowledge of the River as do the pilots, and that it is not fair to force the services of a pilot on the master who feels that he is competent to pilot his own vessel. But would this privilege, if granted, have the effect of destroying the profession of the pilot, and of perilling in consequence the interests of trade. It is incorrect in the first place to state that masters of vessels, arriving from sea, are as well acquainted as the pilots, with the navigation of the St. Lawrence, for independently of the fact that while masters of vessels make but one or two trips by the St. Lawrence each year, pilots make from fifteen to twenty such trips. It is a well known fact that, relying on the skill of the pilot, the

master of the vessel is almost invariably in the habit of taking his ease, while the pilot is on board, and troubles himself but little with the study of the shoals, currents, and depth of water in the river. Even Captain Bayfield advises masters of vessels to take a pilot, and indicates where one may generally be found on entering the river. Captain T. Gorman of the *Jane Black* which he owns, as we believe, in whole, or at least in part, is an active intelligent man, and on three different occasions sailed up the river without having a pilot on board,—using each time every possible precaution to avoid being stranded,—and yet each time his vessel grounded on the passage. Since then he vowed never to undertake, unassisted by the pilot's skill, the navigation of a river possessing, it is true, sufficient depth of water, but requiring, for a thorough knowledge of its intricacies, frequent and continued study.

Even Captain Boxer, when commanding the *Pique* once discharged his pilot at Bic Island; but when afterwards the gallant Captain met with severe weather off Father Point, he was rather pleased than otherwise to find there a pilot, who brought him safely back into Bic harbour, and who, at his request, remained three days on board the *Pique* until after the tempest had subsided, in order then to pilot the Frigate safely out of Bic Harbour. These services which Captain Boxer paid for, by the amount of full pilotage of a vessel drawing twelve feet water, (because the pilot represented that on taking the *Pique* in charge, he had lost the pilotage of a vessel of that draft of water, then entering the river,) did not seem over paid at that amount.

The facts prove beyond a doubt that it is easier for gentlemen seated in their cabinet to weave a splendid theory on this head than to put the whole or part of such theory into practice, the more especially as wind and weather frequently play false.

New-York has also had its time of delusion and

unrestricted liberty in this matter and the State legislature proffered to the trade of that great City to abolish the privilege of the pilot; the offer was refused in consequence of the immense danger, that such a system would entail on the interests of commerce. Under such a system the choice of a pilot may be fortunate on one day and unfortunate on the next, because the unfit and the experienced will alike be at liberty to tender their services; the man of no experience whatever may board a vessel which the tempest has assailed and offer to pilot the vessel; too happy to have some person on whose judgment to rely, the master can scarcely be expected to have time or thought to ask him whether he is experienced, and the consequence may be that the vessel may be lost; other wrecks will follow this one and rates of insurance will rapidly encrease. Moreover by throwing open to public competition the profession of the pilot, their apprenticeship, the only means of insuring efficiency in this branch, is destroyed, for when any man can become a pilot without undergoing an apprenticeship, it can hardly be expected that he will subject himself to such a severe ordeal as he is now obliged to do. Those pilots who are now the most expert, being obliged from this self same system of competition to tender their services for a mere nothing, will seek elsewhere a mean of subsistence; the dearest interests of trade will be at the mercy of a horde of incapables; and shipwrecks instead of decreasing in number, yearly, as at present is the case, by the daily improving skill of our pilots, will multiply in an alarming ratio; and Insurance companies will either abandon us or put an end, by their enormous premiums, to all our hopes of competition with other commercial countries.

In almost every case, the ship-master will tender to the pilot a half, perhaps a third of the pilotage dues, and enforce the offer by a threat to pilot the vessel himself, despite his incapacity, in case the pilot should reject the proposal. Should the



pilot accept the proffered amount, as most probably he may, who will profit by the transaction? the Master or the owner? the Master say we. There has already been more than one instance of wilful shipwreck, and many such will still occur, should the wholesome fear of losing his branch be with drawn from o'er the pilot's head, and should he cease thereby to feel personally interested in the fate of the vessel under his charge.

Whence it is that in England and the United-States, two countries where the interests of trade and the advantages of both systems are as well understood at least as they are here, admission to the profession of the pilot is only allowed under restrictions.

The *Gazette* is in error when stating that small craft are obliged to employ pilots; the Statute of last year has exempted them from this.

The *Gazette* concurs with the Board of Trade in the opinion that the Trinity House expenses are excessive, and that the proposed system of Commissioners would work much better than the present one of Wardens; for with the Board of Trade or rather with Mr. Stevenson, quite furious at being expelled from the Trinity Board, and consequently obliged to sell his steamer, has originated the proposed plan of replacing the present Trinity House Wardens by three persons, viz, two Commissioners with salaries of £750 and £500 respectively, and Captain Boxer as Harbour Master with his present salary of £500; the self same Captain Boxer, who, in the fulness of his self esteem, recently wished to be the Board itself, and required for four years the exclusive control of the navigation of the St. Lawrence.

We request our readers to examine attentively the following table to see if the economy proposed by the *Gazette* can be effected to the extent which it points out.

(Vide table A at the end of the book.)

In the first place, we cannot for the life of us, see what difference the name makes in the thing itself, and why Commissionners should be more efficient than Wardens? Does a name transform men and make them more honest, more vigilant or more intelligent? The *Gazette* can scarcely have studied the question or it would hardly be surprised that a single man should not be equal to the duties fulfilled by a body. There are various duties which can only be fulfilled by men of specific talents; and even Mr. Stevenson with all his talent for intrigue of the lowest order, could not possibly at one and the same time act as Clerk, Treasurer, Jurist, Pilot, Superintendent of lights and buoys, &c. Previous to the present Trinity House system, the Board was composed of seven or eight members, two of whom received salaries from this department and yet in most instances it was then impossible to assemble a quorum of the members; but now this inconvenience is no longer felt and every thing works with a harmonious ease which no one will dare to call in question.

The *Gazette* falls into another grave error, when it asserts that, in England, Trinity Houses have been superseded by Commissionners. The word Trinity House in this respect is properly applied, but in England only; for it is well known that the Board of Navigation of London has merely assumed the name of Trinity House from the fact of its sessions taking place in the old Catholic Convent of the Trinity. It should more properly be called Board of Navigation, and whether its members were named Wardens or Commissioners, would not save the Country one farthing of expense. We will nevertheless shew the *Gazette* that it is mistaken even in the appellation.

We are ignorant as to the source whence it has drawn its information; for amongst the various Imperial Statutes creating or amending the constitution of the various Corporations named Trinity House, all of which statutes we have now before our eyes, not one is as yet abolished or

repealed. The most important of these Corporations are those of Deptford, Strands at London, of Newcastle-upon-Tyne and of Kingston upon Hull. These Corporations are composed of experienced mariners, generally pilots. The only alteration in the first of these is an extension of its powers ; in the second of those, by a very recent Statute, the Mayor and municipal councillors of Newcastle are empowered to name Harbour Masters having power to regulate by bye-laws the anchorage of vessels, &c. This Trinity House levies from the trade much higher taxes than it formerly did. The Trinity House of Kingston upon Hull has suffered no restriction in its primitive powers, but for certain objects only, the Mayor and councillors of Hull, together with a few ship owners, have been empowered to sit at the Board. Six of the nine members composing the Quebec Trinity Board are Merchants, the other three are Mariners ; the trade cannot therefore complain of not being represented therein. But this latter Institution suffers an irreparable loss in the exclusion from its bosom of Messrs. Stevenson and Lee. Every complaint against the Quebec Trinity House was hushed whilst the former gentleman sat at its board and fattened on its revenue ; and the latter fondly cherished the now vain hope of one day figuring there.

It is a matter of surprise that no one should have made ere this the discovery of the excessiveness of the Trinity House master's salary, which has been so at the same rate for years long past. This officer may have absented himself at times but has assiduously fulfilled his duty, and with few exceptions indeed the paid officers of the Trinity Board are the only persons who assist regularly at its deliberations. The Board of Trade never murmured at the absence of Captain Boxer during two consecutive years in his exploration of the Upper-Canada lakes at the expense of the military government, and yet his salary and his excessive fees were paid him as though he were present. The Trinity House



master is entrusted with the examination of all the accounts of the department, and it is but justice to him to say that he is to be found whenever he is wanted, and that no neglect can be traced to him in the fulfilment of his various duties.

The *Gazette* is mistaken in its estimate of the salaries and contingent expenses of the Trinity House for the year 1849; instead of being £3399 11s. they are but £2774 1 5, to which might perhaps be added £334 for the Interest on loans expended in the construction of Light houses, and yet these expenses would only be £3108 1 5. It must be borne in mind that out of the £2774 1 5 upwards of £700 go to pay pensions of retired officers, which, by virtue of the new Law, are to cease at the death of the present incumbents.

Our Contemporary states on the authority of one of the Trinity House members, who is said to know some thing of the matter, that a light house may be maintained for £217 per year. The informant of the *Gazette* is no other than Captain Boxer, who admitted that the *Gazette* held this piece of information from him.

The object of this gentleman in intriguing against an Institution of which he is a member, is but too apparent. He never ceases repeating that he should be deputed the sole directing authority; that things cannot possibly go on well so long as the Legislature of the province neglects to invest him with an exclusive control over the waters of the Saint-Lawrence. It galls him to the quick to find that the present law effectually prevents him from impeding the working of the Trinity Board, and that every thing is now done there in harmony and with perfect ease; he vainly thirsts for a change which may place him on his former footing. It may be that, placing implicit faith in the power of the intrigues of Mr. Stevenson who, once had sufficient influence with Lord Sydenham to procure for Captain Boxer, his present position, by the removal of an officer, who was still efficient, the gallant captain hopes that by pinning his

fortune to that of Mr. Stevenson, in opposition to that of his colleagues, he may save himself, when the inevitable wreck of the Trinity House shall swallow up the others. Hence it is that the Board of Trade does not include the Harbour Master in its universal proscription list, and that it consents to leave his salary of £500; to that, of which more anon.

But let us proceed to prove that Mr. Boxer knows not what he says, and that even were he telling the truth, he would be rendering himself guilty of a grave dereliction of duty, in defiance of his sacred and solemn oath.

With reference to Captain Boxer's figures, as reproduced by the *Gazette*, but on the correctness of which our contemporary has, very properly, cast a doubt, they are as follows:

Salary of the keeper and various ex-			
penses.....	£150	0	0
450 gallons oil @ 3 $\frac{1}{2}$ per gallon.....	67	10	0
	<hr/>		
	£217	10	0

Let us test the exactness of those figures, and in order to verify them let us take the expenses of the Pillar Light House, the first to be met with after leaving Quebec.

Salary of keeper.....	£125	0	0
Allowance for Fuel and Water.....	40	0	0
450 gallons oil @ 3 $\frac{1}{2}$ according to			
Captain Boxer's estimate.....	67	10	0
Various expenses, according to the			
estimate of the Trinity House.....	17	10	0
	<hr/>		
	£250	0	0

Add to this 1-10th, of £1573 15s. ex-			
pense of the steamer which visited			
and supplied the Light Houses in			
1849.....	157	7	6
	<hr/>		
	£407	7	6

Let us now take the expense of a more costly light, that on the South West Point of Anticosti,

being the farthest removed from Quebec.

Salary of keeper.....	£100	0	0
Allowance for 2 assistants.....	50	0	0
Do for provisions.....	50	0	0
Various expenses.....	20	0	0
450 gallons oil @ 31 (this light consumes 500 gallons).....	67	10	0
	<hr/>		
	£287	10	0

Add to this 1-10th of the expenses of the steamer because provisions and oil *must needs be conveyed* to this barren Island; neither is the light taken care of by angels nor by Captain Boxer himself..... £157 7 6

	444	17	6
Estimate of Captain Boxer.....	217	10	0

Error.....	£227	7	6
------------	------	---	---

Would Captain Boxer be kind enough to point out in detail what reductions might be made in the above, so as to reduce the expense of this light to the figure given by him, and also how it is that if these reductions could have possibly been made, he did not propose them to the Trinity Board, because if they can be effected at all they are as feasible to Wardens united to the Harbour Master, as they are to Commissioners united with the same person. The calculation of Captain Boxer based on the price of oil are as erroneous as the rest of his calculations, and he knows but too well that, however disposed the Trinity Board may be to purchase oil at the lowest rate, it cannot always do so, because market prices are not over obedient to the will of the Trinity House, moreover common oil is not suitable for all the lights; in some of them, for a well known reason, whale oil only is burned during the spring and fall. Let us see what prices the Trinity House paid for oil in 1849. On reference to the accounts of that year, it will be found that oil has, at

various periods of that year, cost 2½, 2¼, 3½, 5½, 8½, and 9½, per gallon.

The public may now see the mover in the line of conduct adopted by the Board of Trade and it may further appreciate the reason which prompted, partly clandestine and partly open, corresponding steps on the part of Captain Boxer, who wishes to obtain, on land, the position which he held on board, the "Pique," that of Supreme Master and Judge without appeal; with the same view it was that when Mr. Stewart resigned, our gallant Captain addressed to the Government a lengthy petition wherein he prayed the appointment of the Trinity House Mastership, jointly with that of Harbour Master, concluding no doubt that he himself was the person best qualified to fill this important station. The government of the day differed in opinion from our gallant Captain, and judging that this important situation required an intelligent and learned man, well versed in the English and French languages, appointed Mr. Le Mesurier, disregarding the pretensions and *professional qualities*, of Mr. Boxer, whom this preference irritated in the highest degree. From that moment the latter gentleman conceived the design of breaking up the Trinity House and ceased not to repeat to every willing listener that the business of this department was extremely ill conducted and that things would go on much better if the present Board were superseded by Commissioners. The Board of Trade adopted the rancorous *suggestions* of their *new friend*; we call him their new friend because he has often been heard to say that Merchants were *stupid men* of great pretensions, and that none others than professional men should have seats at the Trinity Board.

The object of Capt. Boxer being once known, may not one naturally ask himself the reason why Capt. Boxer never breathed a word about economy from his place at the Trinity Board; why he never complained of its excessive expenditure in



Lights and in salaries; why he wished to recompense at the expense of the Trinity House one Smith, a mechanic, already but too well paid for the duties he had to perform; why he retained in the service of the Trinity House, Capt. Bankier, with a salary of £100 per annum; why it is that for him the Trinity House pays £50 yearly for the services of a clerk, who performs all the duties of the Harbour Master, whilst the latter gentleman divides his time and his attention between the business of the City Council, Electric Telegraphs, Railroads and Transports, without forgetting to pocket one shilling sterling on each certificate of discharge granted to seamen, and also to torment his brain with any thing and every thing that does not in the remotest manner bear upon his already too well paid duties of Harbour Master; why it is that during two years, the period of his absence, in the exploration of the upper lakes, at the instance of the military government, he nevertheless continued to receive his accustomed salary and rather high perquisites; why is it that he strained every nerve to induce the Trinity House to throw away £250 per annum on Capt. Coyle (viz: £190 for salary and about £60 for rations), though Mr. Smith, the junior Superintendent of Pilots, a man of experience, being already, by his position, obliged to visit the several lights and Buoys, had already offered to command and has commanded the *Doris*, and thereby saved the Trinity House these £250; why it is, in fine, that when, in November last, a communication addressed by Mr. Merritt to the Trinity House was taken in consideration by the Board, our gallant Captain should have been of opinion then that no reductions in the expenditure was practicable for the present? The answer was transmitted to Mr. Merritt, accompanied by a tabular statement of the present expenditure on Light Houses; did Capt. Boxer then propose his plan of maintaining a Light House with £217 10s per year, instead of £400 and of £600 as mentioned in the table in question? To admit that Mr.

Boxer is sincere in the pretensions he now sets forth, is to stamp the silence of Capt. Boxer, at the time, as a grave dereliction of his duty. *Captain Boxer's greatest error in our opinion consists in having forced the press to discuss the value of his suggestions.*

The *Gazette* states that the contingent expenses and salaries of the Trinity House can, without doubt, be reduced to a much lower figure than they at present are. This same opinion was expressed more than once by us; more than this it was our intention to reduced the salary of the present Harbour Master's successor,—this met with opposition and his salary was fixed at £400. It is, therefore, to the Editor of the *Journal*, that the abolition of the Trinity House pensions is due by the new law and the dispositions of the law, which empowers both the Trinity House and the Government to reduce gradually, both in number and amount, the salaries of its officers and to retrench on the fees of most of those officers with a view to economy. It would be needless here to repeat what we have already stated to prove that very soon indeed, a reduction of £1200, may be effected on the salaries and pensions. Hereafter should the number of vessels increase the tonnage dues will diminish in proportion.

The *Gazette* admits that the salary of the Harbour Master is too high at £500, but it seems to console itself in anticipation of the reduction to be effected *on that of his successor!* The salary will be reduced to at least £400 and others will entirely disappear. In fact, government has power, by virtue of the new law, to reduce the salary of almost every officer in the Trinity House, and this it will no doubt do, so soon as circumstances will conveniently admit.

The Harbour Master should not have a clerk, because he needs no assistance to perform his duty, and because the clerk does precisely that which the Harbour Master should do himself, leaving the

latter gentleman at liberty to busy himself with any thing and every thing else.

The *Gazette* complains of what it calls, the high salaries of the Clerk and of the Treasurer, but it seems to us that if any one deserves to be paid, it should be the person, who, with manifold duties, fulfils them all, and not the person who, with but little to do, leaves that little to be performed by another. It would be a desideratum, indeed, if the *Gazette* would make itself acquainted with the assiduous labour from one of those two officers,—and with the responsibility attached to the duties of the other.—By so doing our contemporary would be enabled to render justice to whom of right. The *Gazette* is in error when it affirms that these two situations were heretofore filled by one and the same person, because Messrs. Lindsay and Le-Moine were then joint Registrar and Treasurer, and moreover the Collector of Customs, as Naval officer, was entitled to  $2\frac{1}{2}$  per cent on all monies by him collected for the Trinity House; so that there were, in reality, three Treasurers at that time.

For our part, we strongly object to a union, in the same person, of the duties of Clerk and Treasurer; because no man, however honest he may be, should be *led into temptation* and induced to become a defaulter daily in consequence of not being over strictly checked. A man through whose hands, receipts and expenditure alike pass, without a check on the amount of either, would require more than an ordinary share of virtue to resist the dangerous tempter.

The *Gazette* is astonished that the Trinity Board should have borrowed money, and consequently paid £334 for interest thereon in 1849, because, says our contemporary, it had, at the beginning of the year, a surplus revenue of £2913 10 9. Nothing is more easy to explain than this. The Trinity House borrowed money to construct light houses and if this surplus revenue of £2913 10 9, were not employed in paying a por-

tion of the loan, it is solely because this sum was needed to defray the Trinity House expenses during that portion of the year, in which the trade contributed nothing to the support of the Institution.

The *Gazette* pretends that the Board of Trade, in its statement to Mr. Merritt, laid the private charges at their *maximum* amount, and that in many places in our Harbour, wharfage and the expenses of loading and unloading, do not amount to £38 10 0. We incline to the contrary opinion, and think that the Board of Trade did not lay the private charges at their *maximum* amount, and that in many cases they attain a higher figure even than that of £50. The only means of obtaining a reduction, in this respect, would be to construct docks in the river St. Charles.

On almost every other point our opinions coincide with the *Gazette*, and our ideas on the navigation of the St. Lawrence may be found in an article shortly to appear in the *Journal*.



TABLE A.

## LIGHT HOUSES UNDER THE SUPERVISION OF THE TRINITY HOUSE OF QUEBEC.

Description.	Where situated.	Distance from Quebec.	Date of their const.	Original cost. — Halifax cy.	Annual expen — Av. of 3 years.	Number of Lamps	Number of reflectors.	Annual consumption of Oil.	Period during which they are lighted.	Names of Keepers.	Annual salary.	Allowances over and above salary.	Number of assistants.
<i>Lights.</i>	<i>Above of Quebec.</i>	<i>Miles.</i>		<i>£. s. d.</i>	<i>£. s. d.</i>			<i>Imperial measure.</i>					
Revolving....	Pillars .....	43	1843	4042 15 10	353 12 1	15	15	400 gallons.	From 15th April to 10th Dec.	Chs. Julyan....	125	£40 for Fuel and Water.....	1
Floating.....	Traverse (St. Rochs).	54	1830	2925 19 4	741 18 8	16	16	190 "	From openg. to close of navig.	J. Bankier.....	325	Assistants &c.....	7
Fixed, (red.).	Red Island.....	106	1848	6734 1 9	462 10 0	24	24	600 "	From 10th April to 10th Dec.	H. Fraser.....	100	£40 for Fuel and Water.....	1
Fixed.....	Green Island.....	112	1809	2925 16 2½	281 3 6	13	13	375 "	" " " " "	R. N. Lindsay..	100	£40 for an assistant Fuel.....	1
Revolving....	Biquet.....	142	1844	4659 0 6	413 6 3	21	21	400 "	" " " " "	J. E. Hammond.	100	£65 for assist. Water, and Gunner.	1 & 1 Gunner.
Fixed.....	Pointe Desmonts....	221	1830	5299 13 10½	303 6 3	17	17	450 "	From 1 " to 15 "	Z. Bedard.....	100	£20 for Fuel and Water.....	1 Assistant.
Revolving....	Anticosti (S. W. pt.)	384	1831	8454 19 0	607 13 11	21	21	500 "	" " " " "	E. Pope.....	100	100 for Provisions, &c.....	2 do
Fixed.....	Do (E. End.)	462	1835	6283 16 5	502 11 8	17	17	400 "	" " " " "	T. Roche.....	100	£58 6½ for do.....	1 do
Fixed.....	Ste. Croix, } above	30	1842	60 3 0	27 19 11	1	1	60 "	From openg. to close of navig.	J. Thurber.....	3 p. m.		
Do (2 lights).	Portneuf, } Quebec	36	1843	292 15 9	90 8 4	2	2	120 "	" " " " "	F. Rodrigue....	36		

REMARKS.—J. Bankier, Master of the Floating Light, at £325, per annum for him and his crew.

Jas. Mitchell, is Gunner at Piquet, at a salary of £30 per annum.









Mar. 13/31

